1. A portable wheel lock for securing vehicles including motorcycles, three-wheelers, ATV's, trailers and the like, said wheel lock comprising:,

a rigid, generally flat chock adapted to be disposed upon a supporting surface such as the ground, the chock comprising a pair of spaced-apart sides, a longitudinal axis, and an internal cradle for receiving a wheel to be locked;

an adjustable and displaceable fork dynamically secured to said chock, the fork comprising a pair of pivoted arms adapted to extend generally towards said front proximate the wheel disposed within said cradle, each arm comprising:

an integral stub extending towards the wheel for restraining it; and,

locking links projecting from each arm towards the other arm that are adapted to be locked together once the stubs are properly placed about a wheel, thereby locking said portable wheel lock.

2. The wheel lock of claim 1 further comprising an elongated axle transversely extending interiorly of said chock between said chock sides, said axle having a pair of ends.

3. The wheel lock of claim 2 wherein said fork arms are pivotally connected to said axle ends.

4. The wheel lock of claim 2 wherein said fork arms are free to rotate in a first plane that is coplanar with both arms and the axle, and they can also rotate about a center of rotation established by the axle.

5. The wheel lock of claim 2 wherein the chock comprise a raised barrier at said front, a control portion at the rear adjacent the cradle, and inclined dividers between the cradle and the control portion and between the cradle and barrier.

6. The wheel lock of claim 2 further comprising guide slots defined in the chock sides, and wherein the axle is axially confined between and slidable within said slots.

7. The wheel lock of claim 1 further comprising a rigid, internal, rotatable axle that extends interiorly of said chock between the chock sides, the axle oriented generally perpendicularly to the longitudinal axis of the chock and being axially constrained between said sides.

8. The wheel lock of claim 7 further comprising guide slots defined in the chock sides, and wherein the axle is axially confined between and slidable within said slots.

9. The wheel lock of claim 8 wherein said fork arms are pivotally connected to said axle ends, such that said fork arms are free to rotate in a first plane that is coplanar with both arms and the axle, wherein the fork arms can also rotate about a center of rotation established by the axle, and they can also move towards or away from said cradle when said axle slides within said slots.

10. The wheel lock of claim 9 wherein the chock comprise a raised barrier at said front, a control portion at the rear adjacent the cradle, and inclined dividers between the cradle and the control portion and between the cradle and barrier.

11. A portable wheel lock for securing vehicles including motorcycles, three-wheelers, ATV's, trailers and the like, said wheel lock comprising:,

a rigid, generally flat chock adapted to be disposed upon a supporting surface such as the ground for supporting a wheel to be locked, the chock having a pair of sides;

an elongated axle transversely extending interiorly of said chock between said sides, said axle having a pair of ends;

a pair of pivoted arms capable of extending generally towards said front for restraining and captivating a wheel to be locked, each arm pivotally coupled to an axle end;

wherein as they are deployed said arms are free to rotate in a first plane that is coplanar with both arms and the axle, and they can also rotate about a center of rotation established by the axle; and,

means for locking the arms together once positioned to deploy said wheel lock.

12. The wheel lock of claim 11 further comprising guide slots defined in the chock sides, and wherein the axle is axially confined between and slidable within said guide slots.

13. The wheel lock of claim 12 wherein the chock comprise a raised barrier at said front, a control portion at the rear adjacent the cradle, and inclined dividers between the cradle and the control portion and between the cradle and barrier.

14. A portable wheel lock for securing vehicles including motorcycles, three-wheelers, ATV's, trailers and the like, said wheel lock comprising:,

a rigid, generally flat chock adapted to be disposed upon a supporting surface such as the ground for supporting a wheel to be locked, the chock having a pair of sides and a cradle for supporting a wheel to be locked;

guide slots defined in the chock sides,

an elongated axle transversely extending interiorly of said chock between said sides, said axle having a pair of ends, the axle being slidable within said guide slots;

a pair of pivoted arms capable of extending generally towards said front for restraining and captivating a wheel to be locked, each arm having an inner end pivotally coupled to an axle end and an outer end comprising stub means for constraining a wheel; and,

means for locking the arms together once positioned to deploy said wheel lock.

15. The wheel lock of claim 14 wherein, prior to being locked together, said arms are free to rotate in a first plane that is coplanar with both arms and the axle, they can also rotate about a center of rotation established by the axle, and they can be shifted towards or away from said cradle in response to slidable axle movements within said guide slots.

16. The wheel lock of claim 14 wherein the chock comprise a front and a rear, a raised barrier at said front, a control portion at the rear adjacent the cradle, and inclined dividers between the cradle and the control portion and between the cradle and barrier.